



# THE LANTERN



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U.S. Civil Air Patrol

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## NERSC 2007

You will be assimilated resistance is futile



Col Brian Cooper



Leadership is  
the art of getting  
someone else to  
do something  
you want done  
because he  
wants to do it.

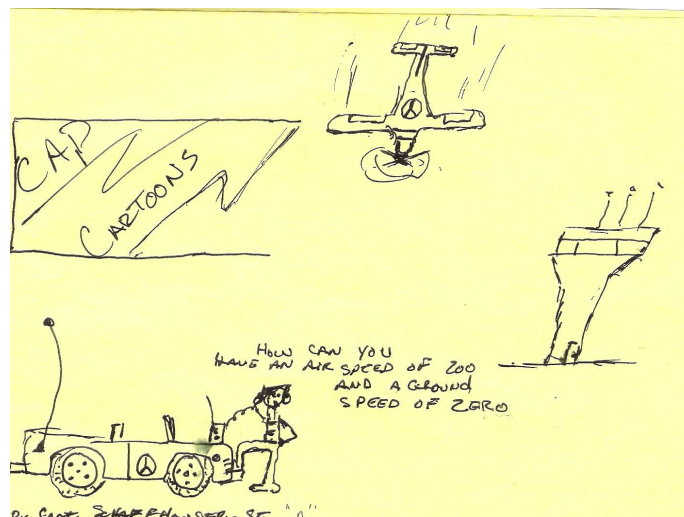
-Dwight D Eisen-  
hower-

### SAFETY

Is of Utmost importance

Do not compromise safety for  
any reason

Report any problems to  
LtCol Christine StOnge



## Ode to a Group Commander

If it moves, salute it; if it  
doesn't move, pick it up;  
and if you can't pick it up,  
paint it.

--Anonymous (1940's  
saying)--

Always forgive your ene-  
mies--nothing annoys  
them so much.

--Oscar Wilde--

(sung to the tune of "Winter Wonderland")

Cell phone rings...

Are you listening?

Off the hip of the Group King

A beautiful sight,

We're laughing tonight

Cut off from the rest of the world

In the auditorium he's saying...

How we all would get a call and then...

Barry pulled a fast one on him, playing...

Ferland played the cop

Now his phone is in the shop

Later on we'll retire

At pud – geeeee's by the fire

We're makin' a toast

Ta our esteemed host

And hope we'll graduate

On SaturdAAAAAY!

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Submitted by Lt Carlson and Seminar Alpha –  
HOO - RAH

### Norman Schwarzkopf:

The truth of the matter is  
that you always know the  
right thing to do. The hard  
part is doing it.

### Alpha Seminar works on the Keystone Project



**1 a** : an unforeseen and unplanned event or circumstance

**b** : lack of intention or necessity : **CHANCE**  
<met by *accident* rather than by design>

**2 a** : an unfortunate event resulting especially from carelessness or ignorance

**AN ACCIDENT IS NOT JUST ONE OF THOSE THINGS.**

**ACCIDENTS ARE PREDICTABLE AND PREVENTABLE EVENTS.**

**Major Paul Mondoux**  
**Director of Safety NH Wing**  
**CAP**

**Merriam-Webster** dictionary defines an Accident

Let's think about definition 2.

On a daily basis we see so called devastating "accidents" as they are referred to in the media. It is alarming and everyone should take notice to this. I have seen statements such as "It was a horrible thing that happened – and it was an unfortunate accident ". This statement and others alike are difficult to understand and should make you think of what is going on.

I have seen my share of so called accidents over the years and there is one thing that stands out is how people classify these as just one of those things that happen. It comes down to one thing, someone or a group of individuals were not being careful and were not safety conscious.

Yes there are some circumstances that are beyond our control and are truly accidents but for the most part someone was the cause. In our society today we all tend to be pushed for time. We seem to always be in a hurry. With this we overlook the obvious and many times take short cuts which can have devastating results.

We stress safety and awareness in all that we do at home, work or in our duties for CAP. Let's not forget that.

Here are something's to think about:

**AN ACCIDENT IS NOT JUST ONE OF THOSE THINGS.**

**ACCIDENTS ARE PREDICTABLE AND PREVENTABLE EVENTS.**

When most of us are careless, try to hurry, take a risk we rarely think of the consequences of our actions. The last thing that we think about is the what if ? Take time to think.

What if something goes wrong?

What could go wrong?

Who else could be affected?

What would be the long term effects?

## Sprains and Strains Major Paul Mondoux

Most of us have either experienced sprains or strains first hand or have been with someone who has. One steps of a curb and twist his/her ankle or has quickly reached for something, lifted quickly and pulled or strained a muscle. Ankle sprains are a very common injury. Wrist and knees are also very susceptible to injury. As most of us have experienced ankles and a knees are often injured just stepping off a curb, in a hole walking in the woods or walking over uneven ground. In our everyday activities and during our duties within CAP we are always placing ourselves at risk. We are in a society that is always ion a hurry. Therefore we tend to injure ourselves.

We must all be conscious of these types of injuries and try to take steps to prevent them. The best prevention is knowledge. What exactly are sprains and what are strains?

### Definition

Any joint in the body may be injured if the ligaments (fibrous bands that connect bone) are overstretched or if the joint is forced past its normal range of motion. Strains refer to a stretching of a muscle or muscle tendon that can range from a small tear in muscle to a complete separation of the muscle tendon. Sprains refer to a stretching of ligaments that connects bone to bone. Specific treatment depends on the joint involved and the degree of injury. "Whiplash" neck injuries, jammed fingers, twisted knees and twisted ankles are usually sprains.

### Initial Care

**Rest** is the first and most important part of care. Discontinue use of the injured joint immediately. Further immobilization by use of a splint or crutches may be recommended for a short period of time to prevent further injury. In the field emergency care would include applying cold compresses, possibly wrapping and immobilization.

**Ice** application as soon as possible after injury occurs will reduce swelling, pain and minimize the swelling. When cold is applied, it will penetrate the soft tissue, which will slow down the blood flow to the area, reducing swelling and causing numbing of the nerve endings. When applying ice always place a cloth, such as a thin towel, washcloth or gauze between the ice and skin to prevent frostbite. Treatment should consist of 20 minutes of "cooling" (Ice On) followed by 20 minutes of "warming" (Ice Off) for two hour periods at least twice a day for the first 72 hours for mild injuries; longer, if more severe.

**Compression** will also help reduce swelling and is provided by wrapping the injured joint snugly with an ace wrap or sports tape. The wrap should be worn during periods of activity -- preferably following ice application and elevation. (The wrap should not be worn while sleeping unless advised by a doctor to do so

**Elevation** of the injured part will help reduce pain, swelling and bruising by draining fluids from the swollen area. The injured part should be elevated during ice application and prior to applying compression. Proper elevation has the injured area placed higher than the heart.

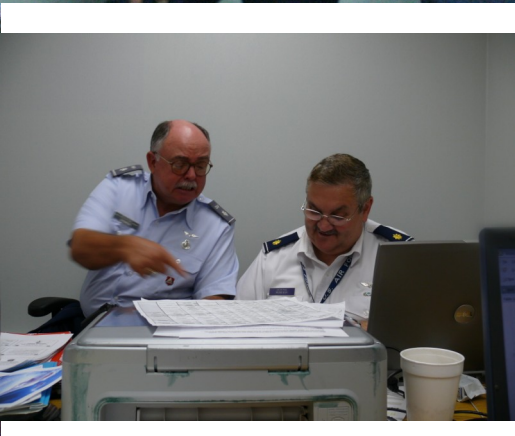
### Return to Normal Activity

It is important to maintain normal mobility of the injured joint during the recovery phase. However, premature return to full activity may slow healing and lead to early reinjury. Undue stress or activity that causes pain should be avoided although mild temporary discomfort during reconditioning exercise is not uncommon. However, moderately severe or persistent pain is a sign that the level of activity is too advanced. The return to full activity should be done gradually.

### Follow-up

Minor injuries may require no other treatment. The length of time required for complete healing varies from person to person and with the severity of the injury. If the joint remains persistently tender or swollen, or if you have been instructed to do so, seek follow-up care for re-evaluation the injury.





Commentary: On that day ... An officer's reminder of why the national anthem plays  
Maj. Mike Stolt 97th Flying Training Squadron

SHEPPARD AIR FORCE BASE, Texas (AETCNS) - It was a hot Tuesday afternoon. I was leaving Bldg. 402 after updating my base vehicle sticker.

As I walked toward the double-glass doors leading to the parking lot, I encountered a small group of people standing just inside the door -- two Airmen, a civilian employee and one captain. As I reached for the door, the captain said, "You don't want to go out there right now."

I looked out and saw traffic stopped and several people frozen in the hot July sun, gazing westward, some saluting, some standing at attention, and some with their hands laid on their chests.

No, I don't really want to go out there right now. I looked at my watch - 1630.

I stood with the group that now numbered five. No one spoke. One Airman made a call on her cell phone, the other shifted his gaze back and forth between his shoes and the wall. The captain sifted through a folder of papers. The civilian and I watched through the glass doors as a technical sergeant stood at attention, saluting ... a sweat ring growing on his back. It seemed to go on forever.

The base loudspeakers squeaked out the last recorded notes of the national anthem. The cars rolled forward, the technical sergeant lowered his salute. The civilian pushed our door open and walked out. The rest of us followed. When the heat hit me, I felt fortunate that my timing had kept me inside during the long ceremony.

I thought about that day for weeks. Images of the episode flashed through my mind as if I'd witnessed a crime -- the plate-sized sweat ring, the glow of the cell phone on the Airman's cheek, the civilian's hand resting on the door handle, the glare of the sun, the heat.

I recently read an article about the War on Terror and learned that we average 2.35 American dead and 10 wounded every day in the area of responsibility. That day leapt back into my thoughts. A few hours of research helped me identify the date - July 14, 2005.

On July 14, 2005, 23-year-old Cpl. Chris Winchester and 22-year-old Cpl. Cliff Mounce were killed when their vehicle was targeted by an improvised explosive device in Baghdad.

On that day, 21-year-old Pfc. Tim Hines Jr. died when an IED hit his Humvee.

On that day, 34-year-old Staff Sgt. Tricia Jameson was killed by a secondary IED while she was treating a victim of the primary IED. She, Chris Winchester and Cliff Mounce all died in Trebil. We can assume she was treating Chris, Cliff or another in their group. She volunteered to go to Iraq and had been in-country three weeks.

On that day, four American soldiers died in Iraq and numerous others were wounded.  
On that day, four families were plunged into mourning.

On that day, I flew one sortie, sifted through e-mail, updated my base vehicle sticker, and hid from the heat behind a glass door.

Why does it matter that I avoided participating in retreat? Some may think it's silly symbolism, that it's not real. An aircraft is real. A computer, a vehicle sticker - they're real.

I believe that anything that you allow to move you, or that inspires those around you to search their hearts, is as real as the bomb that tore Chris Winchester's body apart last summer. Anything that forces an entire base to stop and listen to their thoughts for a while is real. Anything that causes you to pause and acknowledge that American soldiers may be under fire, as you listen to the national anthem, is real.

As we five stood inside that doorway, the soldiers killed and wounded that day may have been bleeding, screaming and dying in the sand.

If my timing is ever again as perfect as it was that day, I'll be prepared. I'll be ready with, "Yes, I do want to go out there right now." You may not come with me, but I'll bet you think about it for weeks.

If I'd stepped outside to pay respect to the flag and to the four soldiers who died that day, how long would it have taken?

One minute and twenty-eight seconds.





### **RULES OF THE MESS**

Follow these rules and chances are you will avoid a trip to the Grog Bowl:

Thou shalt arrive within 10 minutes of the appointed hour.

Thou shalt make every effort to meet all guests.

Thou shalt not bring cocktails or lighted smoking material into the mess.

Thou shalt not leave the mess whilst convened. Military protocol overrides all calls of nature.

Thou shalt participate in all toasts unless thyself or thy group is honored with a toast.

Thou shalt ensure thy glass is always charged when toasting.

Thou shalt keep toasts and comments within the limits of good taste and mutual respect.

Thou shalt not murder the queen's English.

Thou shalt fall into disrepute with thy peers if the pleats of the cummerbund are not properly faced.

Thou shalt also be painfully regarded if thy clip-on bow rides at an obvious list. Thou shalt be forgiven, however, if thee also ride at a compatible list.

Thou shalt not question the decisions of the President.

Thou shalt not open the hanger doors. (Thou shalt not discuss business.)

Thou shalt enjoy thyself to the fullest.

### **IF YOU GET SENT TO THE GROG:**

At various times during a Dining-Out, a member may be sent to the Grog Bowl as punishment for violating the rules of the mess. The President, Vice President or any member of the mess can note infractions warranting a trip to the grog bowl. Members bring infractions to the attention of the President by raising a point of order. Normally, the President determines the validity of the charge. However, if the validity of the charge is in question, the members of the mess will vote on the charge by tapping their spoons on the table.

The contents of the grog bowl are best left to the imagination of the planning committee.

Using proper facing movements, march to the grog bowls.

Face the mess, your back to the grog bowls. Salute the President of the mess.

Perform an about face and take an empty cup in your left hand. Dip the cup into your chosen grog.

Do an about face; raise your cup and toast, **"TO THE MESS."**

Drain your cup of every drop in one tip of the cup, then place the cup, upside-down, upon your head.

Lower the cup and do another about face, placing the empty cup on the table.

Do a final about face and again salute the President of the Mess.

Using proper facing movements, return to your table.

**Should anyone forget a step or perform one incorrectly, you will be given the opportunity to repeat each step again!**

## NERSC 2007





## Safe Driving While Tired Major Paul Mondoux

At one time or another, most of us have gotten behind the wheel without the benefit of adequate sleep. At the time, we were probably unaware sleep deprivation impaired our driving as significantly as driving drunk. Drowsy drivers are a serious threat to themselves and everyone else on the road.

### The Facts About Drowsy Driving

The U.S. National Highway Traffic Safety Administration estimates that 100,000 of reported crashes occur as a result of drowsiness, and considers sleep deprived drivers a hazard equal in severity to drunk drivers. Studies show that staying awake for 18 hours and driving produces the same effect as being legally drunk behind the wheel. The greater the sleep deprivation, the closer the correlation to higher levels of intoxication.

Actual statistics on crashes, injuries and fatalities caused by drowsy driving are difficult to calculate as there is no way to test the fatigue level of drivers. The cost, damages, injuries, and fatalities resulting from sleep deprived drivers have been estimated at \$12.5 billion.

### What are the Legal Ramifications?

New Jersey passed

'Maggie's Law' in 2003. It allows sleep deprived drivers who cause accidents and have been awake more than 24 hours to be charged with vehicular homicide. The law also provides liability for companies that require employees to keep such hours. Existing laws in all states may cover the prosecution of drowsy drivers for damages caused, but unfortunately do little to prevent an impaired driver from getting behind the wheel in the first place.

### Preventing Drowsy Driving

Many popular methods to stay awake, such as drinking a caffeinated beverage, opening windows, turning on air conditioning, or blasting the radio. Studies have shown these to be ineffective, however. The only proven preventative measure is to pull off the road and take a nap lasting at least 20 minutes. This small break is enough to restore a driver's abilities. It's best to nap, awaken more refreshed, and then continue on to a safe place to sleep longer.

Whether you are behind the wheel or a passenger, recognize the signs of drowsy driving:

- Heavy eyelids, frequent blinking, difficulty focusing vision

- Impaired concentration
- Missing exits or traffic signals
- Repeated yawning
- Drifting into other lanes or off the road
- Irritability or jumpiness

These symptoms are a warning no one can afford to ignore.

Driving drowsy is a hazardous practice. Sleep is not something a body can do without. At some point, the human body will simply take the rest it needs no matter where you are. Look for the signals of drowsy driving, choose not to operate a vehicle in this state and help keep the roads safer for everyone.

**At one time or another, most of us have gotten behind the wheel without the benefit of adequate sleep.**



- Heavy eyelids, frequent blinking, difficulty focusing vision
- Impaired concentration
- Missing exits or traffic signals
- Repeated yawning
- Drifting into other lanes or off the road
- Irritability or jumpiness



# THE LANTERN



## Schedule

### Schedule

#### Saturday

0600 Breakfast  
0745 Check Out  
0900 Seminar Room clean up  
1000 Graduation  
1100 Out Processing  
1130 Staff Debrief  
1230 Staff Depart



#### Friday

0600 Breakfast  
0800 Home Room  
0815 General Assembly  
0900 Keystone Project Briefings  
1100 Lecture—Using Eservices  
1200 Lunch  
1330 Lecture—Introduction to AFIDL  
1530 Lecture—Dinning out instructions  
1600 Students Dismissed to prepare for Dining Out  
1800 Dinning Out

### NERSC Web Site

Pictures and articles will be placed on the NERSC web site as soon as I can get all of the documents organized.

Files will be placed for download.

**[Http://nersc.nhplm.org](http://nersc.nhplm.org)**

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